

## **PART 2**

# **Land Use Recommendations**

## Land Use Recommendations

### Future Land Uses

The Land Use Plan map shows the proposed future land use pattern for the study area (see Map 3). The plan map is based on several considerations, including such factors as:

1. Land use recommendations contained in the Baltimore County Master Plan adopted February 5, 1990.
2. Land use recommendations contained in the Perry Hall-White Marsh Plan adopted February 4, 1985.
3. The existing land use and zoning patterns.
4. Development constraints.
5. The existing and anticipated transportation network.
6. The desires of local residents and property owners.

Each of the land use categories depicted on the Land Use Plan map is described below.

The suburban residential category encompasses Nottingham Village, a relatively low density development of detached, single family homes. The low density urban residential category consists of areas intended primarily for single family residential use. Land designated for medium density urban residential uses generally encompasses developed areas presently used for multifamily housing and undeveloped land intended primarily for future development of single family attached housing and multifamily housing.

The neighborhood commercial category is intended to provide for a more limited range of commercial uses than those permitted in the B.L., B.M., and B.R. zones. This designation calls for retail, office, and service commercial uses which would be relatively nuisance free and which would provide a convenience to the local residential community. In addition to the areas specifically designated on the Land Use Plan map for neighborhood commercial uses, there may be a need at some point in the future for this type of commercial development in the Cowenton area. General commercial areas are those areas where the continuation or future development of a broad range of commercial activities would be appropriate.

Office/industrial areas are intended to provide for the location of office uses, and industrial uses which would be relatively nuisance free. These areas are generally located adjacent to residentially zoned land or are highly visible to the general public. All development in these areas should be of a high visual quality.

General industrial areas are locations ideally suited for a wide range of industrial activities. These areas are well separated from existing and planned residential areas and other concentrations of population either by distance or physical buffers.

The institutional category reflects the location of Essex Community College, Franklin Square Hospital and its existing or future affiliated facilities, the Eastern Family Resource Center, and the future Nottingham Middle School-Recreation Center.

Areas designated as open space are those areas containing major floodplains. These are areas that should generally be left in, or restored to, their natural state for purposes of conservation, flood protection, and buffers. Wherever possible and appropriate, these areas should be open to the public for passive oriented recreational activities. A potential site for a neighborhood park featuring a variety of active oriented recreational facilities is situated along the South Fork of Whitemarsh Run in the Kings Court area.

#### Additional Recommendations Relative to Land Use

Zoning for office development. Some properties located within areas designated on the Land Use Plan map for "residential" development may be appropriate locations for R-O, O-1, or O-2 zoning to permit office buildings. Potential sites for office zoning include properties no longer considered suitable for residential uses, and properties located in proximity to Franklin Square Hospital where medical offices would complement the hospital. No rezonings for office development should occur on properties where office uses would be detrimental to surrounding properties and the general neighborhood. Sites for office zoning should have good access to a major thoroughfare and sufficient space should be available for the provision of adequate off-street parking. In instances where the compatibility of future office development is questionable, rezoning should be done through the cycle zoning process in order that acceptable documented site plans can be utilized to ensure the compatibility of new office development with the surrounding area.

Potential neighborhood business zone. The 1989 Baltimore County Master Plan recommends that a highly restrictive business zone be created for possible use in existing and future commercial areas located near residential areas. Development and enactment of such a zoning classification at the earliest opportunity is strongly urged. The new zone should permit only those types of commercial uses that have a neighborhood-oriented service area or are highly compatible with residential properties (e.g., food markets, drug stores, small retail shops, personal service establishments, and offices). This zoning classification could be utilized to maintain the Kings Court Shopping Center as a neighborhood commercial center, and it could be utilized at other commercially zoned locations in the study area where more restrictive zoning would be desirable.

Potential overlay district. In the lower half of the study area, the western edge of the existing and planned industrial areas lying between Philadelphia Road and the CSX Railroad adjoin several residential neighborhoods. Suitable controls should be established for industrial development along the east side of Philadelphia Road where physical buffers are not present to provide adequate separation of industrial uses and residential development. The creation of a special overlay zoning district is proposed to protect the livability of adjacent residential neighborhoods from the impacts of industry. The coverage of this overlay district should generally extend east of Philadelphia Road and west of proposed Yellow Brick Road or the CSX railroad, south of the South Fork of Whitemarsh Run and north of Lennings Avenue. The overlay district should provide specific provisions that would supplement or modify the provisions of the underlying industrial zoning. The overlay provisions should be designed to assure that future development in this area is compatible with adjoining residential neighborhoods without placing unnecessary restrictions on industrial uses.

In lieu of a special overlay zoning district, other possible zoning classifications that could be applied to the aforementioned area include the M.L.R. zone and the S.E. zone. The M.L.R. (Manufacturing Light Restricted) zone is intended to provide transition bands between residential or institutional areas and M.L. or M.H. zones. The S.E. (Service-Employment) zone, currently under preparation by the Office of Planning and Zoning, is intended to accommodate a mix of general offices, business service uses, and light industrial uses which will be highly compatible with residential uses. If enacted, the S.E. classification has potential for being applied to other areas designated as "office/industrial" on the Land Use Plan map.

Automotive service stations. Many local residents consider automotive service stations to be undesirable uses. At present none exist in the study area but several are located nearby, particularly on Pulaski Highway. It is recommended that automotive service stations be prevented from locating near residential areas. This can be accomplished by eliminating all CNS districts in proximity to residential areas and by utilizing the overlay district described above to prohibit such uses.

M.L.R. regulations. The study area contains more than 200 acres of undeveloped M.L.R. zoned land. Most of this land is located adjacent to existing or planned residential areas. The current M.L.R. regulations were adopted in 1961, and therefore this zoning classification is probably in need of major updating. The M.L.R. zone should be evaluated for its effectiveness in protecting residential areas from the potential adverse effects of industrial development and, if necessary, appropriate revisions should be made.

Potential zoning map amendments. Table 7 and Appendix E present several potential zoning map amendments in order to bring the zoning into general conformance with the Land Use Plan map. A total of 466.8 acres are proposed for possible rezoning. The item numbers in Table 7 correspond to the item numbers in Appendix E.

**Table 7**
**Summary of Potential Zoning Map Amendments  
Philadelphia Road Corridor Study Area**

Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
1	NW and SE sides of Philadelphia Rd. between Middle River Rd. and King Ave.	12.0	BL (3.0) BL-CNS (9.0)	BN* or BL	*Proposed Neighborhood Business zone (to be written). Removal of CNS district will prevent development of automotive service stations. Contains two historic sites. (BA-2437 and BA-2438). See Items 9, 10, and 11.
2	NE and SW sides of Ridge Rd. at Philadelphia Rd.	2.8	BL-CNS (0.2) BR (1.1) BR-CNS (1.5)	BN*, BL, or O-1	*Proposed Neighborhood Business zone (to be written). Removal of CNS district will prevent development of automotive service stations. Contains two historic sites (BA-2431 and BA-2432). See Items 3 and 4.
3	NW side of Philadelphia Rd. between Ridge Rd. and Rossville Blvd.	7.5	DR16	DR5.5, RO, or O-1	Contains an historic site (BA-2430). See Items 2 and 4.
4	NE side of Ridge Rd. NW of Philadelphia Rd.	10.2	DR16	DR3.5 or DR5.5	Impacted by flooding. Existing zoning greatly inconsistent with density of existing residential development on this site. See Items 2, 3, and 5.
5	SW of Lennings Ave. and Mayflower Rd. between Franklin Square Drive and Lennings Lane/Philadelphia Rd.	57.5	DR5.5	DR3.5	Impacted by flooding. No direct access to major thoroughfare for majority of site. Access is via a narrow, local street through a DR3.5 zone. Existing zoning is inconsistent with density of existing residential development on this site. See Items 4 and 7.
6	N and S sides of King Ave. SE of I-95	33.0	DR16	DR5.5	Existing zoning greatly inconsistent with surrounding zoning and the density of existing residential development.
7	N corner of Lennings Ave. and Lennings Lane	5.0	DR5.5	O-1	Potential site for a medical office building. Property owned by an affiliate of Franklin Square Hospital. See Items 5 and 15.
8	Between CSX Railroad and proposed Yellow Brick Rd.	22.7	MH	ML	Existing zoning inconsistent with surrounding zoning and character of surrounding area. See Item 10.
9	SE side of Philadelphia Rd. and SW side of Middle River Rd.	19.3	DR16 (10.8) MLR-IM (2.6) ML-IM (5.5) BL (0.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Contains an historic site (BA-2437). Contains the proposed Towne Court residential development project. Not a desirable area for residential development. Surrounded by commercial and industrial zoning. Impacted by flooding. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 10, and 11.

Table 7 (continued)

Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
10	Between Philadelphia Rd. and proposed Yellow Brick Rd. 950' NE of Lennings Ave. and SW of the proposed King Ave. extension	59.5	DR5.5 (3.0) DR16 (1.4) BL (1.0) MLR-IM (7.7) ML-IM (27.0) MH (19.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Removal of IM district will help prevent development of automotive service stations. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 8, 9, and 19.
11	Between Philadelphia Rd. and the CSX Railroad NE of Middle River Rd. and S of South Fork of Whitewater Run and proposed Campbell Blvd.	147.7	DR3.5 (3.9) DR5.5 (4.9) RO (2.5) ML-IM (136.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Removal of IM district will help prevent development of automotive service stations. Contains an historic site (BA-2439). The intensity of development permitted by ML zoning is excessive for this area. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 9, and 12.
12	SE side of Philadelphia Rd. N of South Fork of Whitewater Run	2.0	DR5.5 (1.2) RO (0.8)	ML-IM	Most, if not all, of this site lies within a 100-year floodplain, and therefore unbuildable. ML-IM zoning more consistent with surrounding zoning. See Item 11.
13	SE side of I-95 between Cowenton Ave. and Honeygo Run	18.2	MLR	DR5.5	Honeygo Run floodplain provides a better buffer between residential development and industrial development. The Perry Hall-White Marsh Plan (adopted 1985) designates this site for medium density residential development (i.e., 3 to 11 dwellings per acre). See Item 22.
14	SE side of Philadelphia Rd. 500' NE of Ebenezer Rd.	4.1	DR5.5	MLR, O-1, or SE*	*Proposed Service-Employment zone (to be written). Philadelphia Road provides for a better separation of residential development and industrial development. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner.
15	430' NE of Lennings Ave. and 120' NW of Lennings Lane	4.0	DR5.5	DR3.5	No direct access to a major thoroughfare. Access is via a narrow, local street through a DR3.5 zone. See Item 7.

Table 7 (continued)

Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
16	NW side of Franklin Square Dr. E of Lennings Ave.	4.0	DR5.5	O-1	Site of Eastern Family Resource Center. Property owned by Baltimore County.
17	S side of Franklin Square Dr. E of Rossville Blvd.	9.3	DR5.5	O-1	Potential site for medical offices. Property owned by an affiliate of Franklin Square Hospital. See Item 18.
18	E and W sides of Ridge Rd. 100' N of Trimble Way	5.4	DR5.5 (0.7) DR16 (4.7)	DR5.5 or DR10.5	Access is via a dead end, local street. Site contains two single family detached dwellings and a vacant parcel owned by an affiliate of Franklin Square Hospital. See Item 17.
19	NW corner of Philadelphia Rd. and Lennings Lane	0.5	BL	DR3.5	Site occupied by a small dwelling and a much larger building with no identification sign. Existing zoning is a potential problem for adjoining residential area. See Item 10.
20	SE side of Philadelphia Rd. 450' SW of Lennings Avenue	5.2	DR3.5	RO or ROA*	*Proposed Residential-Office, Class A zone (to be written). See Item 21.
21	SE side of Philadelphia Rd. 1350' SW of Lennings Avenue	1.4	ML (0.9) and DR3.5 (0.5)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). This site is occupied by Industrial Refrigeration Service, Inc. See Item 20.
22	Between Cowenton Avenue and Honeygo Run 700' SE of I-95	35.5	MLR (33.8) and ML (1.7)	MLR (33.8) and ML (1.7) or SE* (33.8) and ML (1.7)	*Proposed Service-Employment zone (to be written). This property is presently owned by Wayne and Karen Knight. The ML zoned portion of the property is presently occupied by a trucking business (K&K Trucking), and it should not be rezoned to a classification which does not permit the existing business unless the zoning change is desired by the property owner. See Item 13.

Note: The item numbers in this table correspond to the item numbers in Appendix E.



## **Map 3**

# **Philadelphia Road Corridor Study**

## **LAND USE PLAN**



**Fold Out**

## **PART 3**

# **Transportation Recommendations**

# Transportation Recommendations

## Functional Road Classification

All major roads in the study area are classified on Map 3 according to how they are expected to function in the future. A definition of each road category can be found in Appendix C.

The future road system includes three principal arterials (I-95, White Marsh Boulevard, and Pulaski Highway), six minor arterials (Philadelphia Road, Rossville Boulevard, Cowenton Avenue, Ebenezer Road, Campbell Boulevard, and King Avenue), and three collectors (Franklin Square Drive, Lennings Avenue, and Yellow Brick Road). Middle River Road, presently classified as a collector, will function as a local street after the construction of King Avenue extended.

The 1986 Federal Highway Functional Classification Map prepared by the State Highway Administration should be revised to reflect the road classifications recommended above. Specifically, the following changes should be made: reclassify Middle River Road from a collector to a local street; reclassify Franklin Square Drive, Lennings Avenue, and Yellow Brick Road from local streets to collectors; and reclassify King Avenue from a collector to a minor arterial.

## Future Road Improvements

Recommendations are made in Table 8 for important road improvements in the study area. Additional comments are provided below for key projects. Most of these recommendations provide more details on proposals contained in the 1989 Baltimore County Master Plan. The recommendations do not include projects that are currently under way or imminent (e.g., the widening of I-95 and the realignment of the segment of Philadelphia Road nicknamed Devil's Elbow).

Philadelphia Road. As more and more open land within the corridor is converted to residential, industrial, and other uses, Philadelphia Road will have to assume increased traffic carrying responsibilities. The existing roadway is insufficient if increased traffic is expected to move safely and efficiently in the future. At a minimum, Philadelphia Road should be widened to provide one travel lane in each direction with a continuous center turn lane and/or paved shoulders throughout the corridor. Ultimately, however, a roadway providing two travel lanes in each direction will likely be required to meet future transportation needs. It is recommended that the State Highway Administration conduct

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a project planning study for the improvement of Philadelphia Road. The study should evaluate the two basic improvement alternates identified above. The final design of Philadelphia Road should be based upon traffic capacity needs, safety considerations, and physical constraints. The final design should fully consider and minimize impacts on abutting properties. Improvements should include upgrading the undersized culverts under the roadway.

Campbell Boulevard. Construct an extension of Campbell Boulevard from its present terminus at I-95 to intersect with Philadelphia Road, and with Pulaski Highway just outside the study area. This road will provide direct access to the White Marsh Town Center. The I-95 to Philadelphia Road segment will be built by developers. The Philadelphia Road to Pulaski Highway segment will be built by Baltimore County. Ultimately, Campbell Boulevard should be extended in a southeasterly direction from Pulaski Highway to connect with the planned extension of Maryland Route 43 near Eastern Boulevard.

Yellow Brick Road. Construct an extension of Yellow Brick Road from its present point of termination to intersect with the proposed King Avenue extension. The alignment of Yellow Brick Road should be roughly parallel to, and equidistant from, Philadelphia Road and the CSX Railroad. Yellow Brick Road will provide access to the undeveloped land adjoining the CSX Railroad. Land located between future Yellow Brick Road and the CSX Railroad is a valuable resource because its relative isolation from residential areas and its potential for rail service makes it an attractive industrial area. Yellow Brick Road will also provide alternate access for industrial uses located along Philadelphia Road. As an arterial highway, the primary function of Philadelphia Road should be to accommodate the movement of through traffic rather than provide access to abutting properties. To help minimize local industrial traffic on Philadelphia Road, vehicular access to Yellow Brick Road for existing, expanded, or new industrial facilities along Philadelphia Road should be developed wherever feasible and all truck ingress and egress should be via Yellow Brick Road. Yellow Brick Road will be built in stages by developers as adjacent properties are developed.

Franklin Square Drive. Construct an extension of Franklin Square Drive from its present terminus near King Avenue to intersect with the proposed extension of Campbell Boulevard. This road will provide local residents an alternate route to Philadelphia Road for accessing Rossville Boulevard, King Avenue, and Campbell Boulevard.

Intersection of Philadelphia Road and Cowenton Avenue/Ebenezer Road. Realign the eastern end of Cowenton Avenue to meet Ebenezer Road at Philadelphia Road creating a four-legged intersection. Signalization is recommended to insure the safe operation of this intersection.

Philadelphia Road at White Marsh Boulevard. Construct an interchange at Philadelphia Road and White Marsh Boulevard. This interchange will enhance access to White Marsh Boulevard and I-95 for existing and future development within the corridor.

#### Mass Transit

In the future, the need for mass transit will grow in importance as population and employment increases occur both inside and outside the study area. It is highly unlikely that road improvements alone will adequately address long-term transportation needs.

Given the future population and employment increases which are expected in the study area, there will be considerable potential for expansion of MTA bus service. Coverage and frequency of bus service will be based upon future demand and the availability of funding. MTA should expand and upgrade bus service to the maximum extent practicable as needs are established.

The State and the County should actively support implementation of the recommended strategies for Corridor 2 (Cecil/Harford/White Marsh/Baltimore) contained in the recently completed Maryland Statewide Commuter Assistance Study. Recommendations for major improvements include: (1) provide high occupancy vehicle lanes on I-95, (2) initiate feeder bus service to the Maryland Rail Commuter (MARC) service between Perryville and Baltimore, and (3) provide high capacity transit service between Baltimore and White Marsh.

Table 8

Future Road Improvements  
Philadelphia Road Corridor Study Area

Project	Timing*	Ultimate Width		Primary Responsibility for Implementation
		Pavement	ROW	
A. Upgrade Philadelphia Road	Long-range	Unknown	80'	State
B. Extend Campbell Boulevard to Pulaski Highway	Short-range	50'	70'	Private Sector and County
C. Extend King Avenue to Middle River Road	Continual	50'	70'	Private Sector
D. Widen King Avenue from Franklin Square Drive to I-95	Long-range	50'	70'	County
E. Extend Yellow Brick Road to the proposed King Avenue extension	Continual	50'	70'	Private Sector
F. Extend Franklin Square Drive to the proposed Campbell Boulevard extension	Continual	48'	70'	Private Sector
G. Improve the intersection of Philadelphia Road and Cowenton Avenue/Ebenezer Road	Short-range	--	--	County and State
H. Widen Cowenton Avenue	Long-range	50'	70'	Private Sector and County
I. Widen Ebenezer Road	Long-range	50'	70'	County
J. Widen Rossville Boulevard north of Ridge Road	Short-range	55'	75'	County
K. Extend Lennings Lane to the proposed Yellow Brick Road extension	Continual	36'	70'	Private Sector
L. Widen Mohrs Lane	Continual	40'	60'	Private Sector
M. Widen Ridge Road from Philadelphia Road to Square Ridge Road	Long-range	40'	60'	County and Private Sector
N. Construct an interchange at Philadelphia Road and White Marsh Boulevard	Short-range	--	--	County and State

\* Short-range indicates a time frame within five years. Long-range indicates a time frame of six years or more. Continual indicates gradual but steady progress on a parcel-by-parcel basis.